



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Janis Davis

Louis Foster

Susan Kairalla

Amado Leon

Carol Preger

Claudia Schmid

Eric Tullberg

Contact Information

David Henderson,
Bicycle/Pedestrian
Coordinator
davidh@miamidade.gov

Miami-Dade MPO
111 NW 1 Street, #910
Miami, Florida 33128

305-375-4507
(fax) 305-375-4950



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, NOVEMBER 16, 2005
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF SEPTEMBER 21, 2005
- III. PRESENTATIONS
 - A. VENETIAN CSWY. UPDATE – M. Bauman, M-DPW – Causeway Div.
 - B. BICYCLE ADVOCACY – H. Resnick, Bicycle-Friendly Berkeley Coalition
 - C. FLORIDA TRANSPORTATION PLAN UPDATE – J. Seitlin, FDOT
- IV. DISCUSSION ITEMS
 - A. BIKE WEEK 2006 – D. Henderson
- V. INFORMATION ITEMS
 - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - B. BIKE-ED COURSE – D. Henderson
 - C. JULY - SEPTEMBER PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

***NOTE: NEXT MEETING SCHEDULED FOR DECEMBER 14, 2005**

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, NOVEMBER 16, 2005

MEMBERS

PRESENT

Sheila Boyce
Barry Burak
Susan Kairalla
Amado Leon
Claudia Schmid
Ted Silver
Eric Tullberg

MEMBERS

ABSENT

Brett Bibeau
Janis Davis
Louis Foster
Carol Preger

OTHERS PRESENT

David Henderson, Staff
Jae Manzella, Staff
Jeff Cohen, M-DPW
Mike Bauman, M-DPW
Lew Sayre, FDOT
David Korros, FDOT
Janet Seitilin, FDOT
Sigfus Sigmundsson, Student
Tom Burton, Cyclist
Raul Patterson, Cyclist
Noel Clealand, Cyclist
Philippe Eberle, Cyclist
John Hopkins, Cyclist
Hank Resnik, Cyclist

The meeting began at 7:15 p.m.

<u>ISSUE</u>		<u>DISCUSSION</u>
APPROVAL OF AGENDA	-	AL: Motion to approve the agenda; seconded by SB; vote – unanimous.
APPROVAL OF MINUTES	-	SK: Motion to approve Minutes of September 21, 2005; seconded by AL; vote – unanimous.
BICYCLE ADVOCACY	-	<p>HR: Impressed with ET's M-Path survey. Provided a hand-out regarding past work and future considerations. Suggested members visit the websites listed, which highlight accomplishments of the Bike Friendly Berkeley organization, (with the help of countless others). One was a \$6 million bridge over a freeway, providing access to a park. Others include: traffic calming; and, a transit hub bike station. Advocates need to be passionate in their goals, because it is very time-consuming. The Berkeley area has a group that pays employees to advocate bicycle mobility. Bicycle Clubs, like the Everglades, are not necessarily advocates. He is interested in the Commodore Trail project; it was identified as the top priority for the BPAC. Many people are scared to ride because of conditions. That's why his Berkeley group has placed a high priority on "bicycle boulevards". The Commodore Trail has been a dumping place for Hurricane Wilma debris; and, the route changes from sidewalks to shoulders to paths; which discourages less-experienced cyclists. The Berkeley group became successful, in part, by an influx of enthusiastic/idealistic college students. While this group is transient; a core group maintains objectives diligently. E-mail lists have great potential to spread ideas. Perhaps a clean-up effort of the Commodore Trail could lead to the formation of a similar group here; however, even group efforts to call agencies to clean-up the area would help. The Coconut Grove Village Council could be an ally. There should be a definitive timeline.</p> <p>DH: The GO Bond has \$1 million for improvements. This is a 30-year bond program; and, the funds should be available somewhere in the middle of that. However, there are efforts to accelerate the resurfacing of Bayshore Dr.</p> <p>TS: Many Miami-area residents are apathetic to cultural issues. Bike clubs are fragmented and can be territorial; never unifying as a voice to champion projects. The BPAC has constraints on what it can advocate. Although appointed by MPO Governing Board members, their interest seem distant. Main colleges in the area have automobile-</p>

	<p>oriented students. Often projects do not have a bicycle component because no one made a plea for it at public meetings. Statewide groups don't have noticeable presence down here. ET lists of deficiencies are forwarded to the appropriate entities for action.</p> <p>SK: <i>The BPAC should send-out invitations to bike clubs/shops stating that they are expected to attend.</i> They have a direct interest on improving bicycle mobility.</p> <p>DH: His office sends out many meeting notices, and an enhanced public participation process has been initiated in the MPO.</p> <p>SK: She has been asked to forward complaints to the appropriate parties, and responds by requesting these individuals to do so on their own, or attend BPAC meetings.</p> <p>JM: Team Metro is effective in getting complaints resolved.</p> <p>TS: They are not the answer to getting bicycle advocacy started in Miami. He is unsure of the route a deficiency list forwarded to M-DPW takes afterwards.</p> <p>ET: One problem is that a bikeway may traverse several municipalities.</p> <p>HR: Someone has to take-on the duty of overseeing the process to ensure results. While he is still in the area, he would like to have a person to act as a contact for his efforts.</p> <p>TS: DH is the staff person for internal inquiries; and he welcomes HR to contact himself.</p> <p>RP: Many residents from other countries are cycling enthusiasts. They could be an effective force to organize. <i>Attending events would spread the message.</i></p>
VENETIAN CSWY.	<p>- MB: He is the Chief of the Cswy. Division. The Venetian toll plaza has been improved for cycling thru. Proceeding eastbound, after the bridge, cyclists are diverted to the path on the south side, through a portion of the park, and back onto the roadway. Bollards protecting toll devises narrow the passage on the north-side sidewalk to 36" clearance, which is insufficient. The toll plaza could not be moved, due to historic designation. However, relocation of the toll equipment is being considered, this may provide 8-10" more clearance. Signage may be installed instructing cyclists to dismount and walk thru this passage, or use the C-Pass lane. The gate has a shorter (32") clearance.</p> <p>TS: <i>Signage is needed to warn cyclists of the sharp turn when avoiding the toll plaza.</i> Striping was done wrong for the shoulders; you are supposed to stay out of zebra-striped areas. The path entry is hardly noticeable. No signs warn motorists of merging cyclists.</p> <p>MB: <i>M-DPW plans to make design changes; however, to get the toll plaza opened the current design was used. These changes will be done.</i></p> <p>TS: Most cyclists won't use the sidewalk on the north side; and they certainly won't dismount and walk thru this area. <i>This has to be the maximum clearance possible.</i></p> <p>HR: There is a sign telling cyclists to cross the road where the path entry/exit is.</p> <p>MB: It is his understanding this sign has been removed. <i>He will check.</i></p> <p>SK: Inquired about the need for an arm for the C-Pass lane.</p> <p>MB: This ensure only C-Pass motorists use it; otherwise, anyone could go thru; and enforcement/tracking/follow-up is difficult.</p> <p>TS: The arm also slows down motorists, where cyclists are anticipated.</p> <p>CS: Perhaps a line to delineate where the toll arm ends could be painted on the road.</p> <p>JC: In Europe, they stripe shared-lanes with dashed lines to indicate where cyclists are anticipated to travel. This may not be allowed by AASHTO. <i>He will research this possibility.</i> AASHTO would not allow a free-standing line, as CS suggested.</p>
FDOT PLAN UPDATE	<p>- JS: For the last few months, the FDOT has been attending meetings to get opinions on the transportation needs of Florida stakeholders.</p> <p>Some major issues: new hubs/corridors and environmental issues; regional coordination;</p>

	<p>security; roles and responsibilities, as well as accountability; sustainable future funding.</p> <p>TS: Inquired if this has a significant impact for real world issues.</p> <p>JS: This is a blueprint; significant, because it was a joint-effort from many stakeholders.</p> <p>DH: All transportation planning documents should be in supportive to the <u>Florida Transportation Plan</u> (FTP). <i>Measurable objectives and efforts will be monitored.</i></p> <p>TS: Inquired if advocacy groups could (or have in the past) point-out deficiencies in projects and argue that they don't conform to objective of the FTP.</p> <p>JS: Some transportation projects have been put on hold because they didn't support the objectives of the FTP. Additionally, the UPWP has a section in the back that references the FTP, and which objectives are being addressed for each project.</p> <p>RP: Suggested the FDOT map-out projects and quantify/track their relation to the FTP.</p> <p>DK: Some things could be done this way; others are less quantifiable.</p> <p>JS: The FDOT does similar reviews internally.</p> <p>ET: Inquired if a certain percentage of funds are earmarked for non-motorized travel.</p> <p>DH: At the Federal level, 10% is set-aside from STP funds for the 12 categories of TE projects. The State does not have such requirements. Miami-Dade has a LRP goal for 1.5% ST funds to be devoted to non-motorized projects; however, this has never been achieved. Funding these projects has been accelerated in the past few years.</p> <p>ET: It would be useful to know how many FDOT projects meet this objective.</p> <p>DH: This is difficult to gage, since FDOT projects include motorized components as well.</p> <p>JS: The livability quotient is always considered for every project.</p>
PUBLIC WORKS UPDATES	<p>- TS: Inquired where the Rickenbacker project is currently on the timeline.</p> <p>JC: The project phase dealing with the portion of Crandon Blvd., from Bear Cut Bridge to the mangrove preserve entrance, has been awarded. <i>This will address hazards along the route, particularly driveway curbs, and the Crandon crossing to the preserve.</i> Discussions have been made with M-DP&R regarding a demarcated route through the parking lots to meet-up with the existing path on the south side of Crandon Pk.</p> <p>TS: Reminded M-DPW staff that <i>adequate arrangements should be made to warn cyclists & pedestrians users of temporary hazards, as well as provide safe passage.</i></p> <p>JC: <i>He will stress this at the construction coordination meetings.</i></p> <p>SB: Curious why the palm trees were eliminated in the median, south of Bear Cut Bridge.</p> <p>JC: South of the bridge is actually park road.</p> <p>MB: <i>The other portions of the project have to be done during the resurfacing of the causeway.</i> A source of funding has been found, but a contract is still under development.</p> <p>ET: Inquired if a railing for the northern edge of Powell Bridge is included.</p> <p>MB: <i>Funding is earmarked; but, that project is separate; expected to be done in 2007-8.</i></p> <p>JC: <i>When these are installed, bike lanes can be marked.</i> The 2nd phase is from Bear Cut to Powell bridges; and the 3rd, from Powell Bridge to the mainland. This will require reducing the slope of the transition from the road to the path under the I-95 flyover.</p> <p>TS: Group cyclists will have difficulty negotiating construction detours; but <i>M-DPW should, at least, make serious consideration for safe movement/clearance for individual cyclists. He or DH should be consulted.</i></p> <p>JC: There are new official signs for diverting cyclists. <i>He will mandate the Maintenance of Traffic consultant to do so for all modes.</i></p>
BIKE WEEK 2006	<p>- DH: Each year, May is traditionally Bike Month; supported by the League of American Bicyclists (LAB). Bike-To-Work Week is popular. However, it is usually too hot for aspiring cyclists to participate. West Palm Beach and Broward have produced fairly</p>

	<p>successful events. March has been the typical Bike Month for Florida events. School is still in session and it is cooler. <i>This year, all 3 counties will coordinate efforts for a Bike Week.</i> The Bike-O sheet included in the Agenda is an example; prizes are provided. Perhaps Miami River Day can also become a part of the activities. This provides an Encouragement activity for the BPAC, rather than simply reviewing projects.</p>
BIKE-ED COURSE	<p>- DH: <i>MD-P&R is hosting a LAB bike course at the Crandon Pk. Nature Center on December 9th.</i> This focuses on roadway riding, as well as mechanical issues. <i>It is planned to get Parks staff certified, so they can offer the course every year.</i> It is an all day course.</p>
MISCEL-LANEOUS	<p>- ♦ TS: During his weekend ride, there was much confusion around the garbage dump near Galloway Rd. Although trucks were being systematically directed, there wasn't signage alerting other vehicle drivers how to pass safely. Those that went the incorrect way were confronted with fast-moving trucks going the opposite way. Inquired who is responsible for this, and if better coordination could have been made. JC: Suggested contacting the Solid Waste Dept. TS: <i>Requested DH to research this matter.</i> Although there were many more trucks due to hurricane efforts, there are always many cyclists using this route on the weekends.</p> <p>♦ DH: He was contacted by a consultant if any upcoming projects were listed in the Bicycle Master Plan. Some are new roads (out west); but ROW is limited. This becomes an issue when attempting to include bikeways. The zoned ROW in County Ordinance is inadequate. This land is free from the developers. The BPAC may want to request a review of the ordinance for modifications to provide enough space for bikeways. The NW 74 St. project is an example – some sections had adequate ROW to provide bike lanes; but in one section it was too narrow. FDOT was able to get the BCC to specify a wider ROW for just that section. This could be done countywide. It wouldn't be easy. JC: He is now responsible for reviewing plans for private property fences. A site distance triangle has to be maintained to accommodate a safe line of sight of vehicles. Some ROW is too narrow for property owners to erect fences, because it would interfere with sight distance. (The roadway is right next to the sidewalk, which is right next to the property line.) Adding just 6' to both sides usually solves this problem. This extra 6' can allow for a bikeway or a pedestrian buffer from the roadway. TS: <i>Requested this issue become a discussion item, with a M-DP&Z representative at a meeting.</i> HR probably would be interested, since this serves such a countywide objective. DH: <i>Will do so.</i> This issue is of interest for several groups; landscaping has been a problem; transit bus stops would have more room; etc. JM: M-DP&Z has developed new ROW typical sections already. TS: He would like to have a discussion in order to get the facts. Then move from there. Perhaps CTAC and TARC members would be interested in this discussion. DH: <i>He will research this issue and put in on the December Agenda.</i></p> <p>♦ DH: Miami Beach has hired their own Bicycle Coordinator. She will probably become their representative on the BPAC.</p> <p>♦ DH: The FDOT submitted their tentative 5-year Work Program today. All top 5 priority TE projects are included. The Snake Creek Trl. wasn't included. M-DP&R plans to discuss this project with Commissioner Jordon to seek out funding. <i>He will report details next month.</i> A draft map of all in-line funded projects, including GO Bonds, etc.</p>

has been developed.

TS: *Requested sectioning the maps to better display the projects.*

◆ ET: (Referencing the Old Cutler Trail list of deficiencies he handed-out at the meeting.) This is the most widely used bikeway in Miami-Dade. It is poorly marked and maintained; there are also portions missing. Some segments are less than 6' wide. Vegetation obscures some portions. The GO Bond earmarks funds to repave the path south from SW 184 St. He would like the entire path repaved, as well as constructing missing segments.

JC: Cyclists are expected to ride along SW 105 St., which connects to the Red Rd. path. An M-DP&R study is underway to construct the path where it is missing. The repaving project was a product of a neighborhood charrette.

ET: That section is actually in better condition than sections north of there

◆ NC: Education of both motorists and bicyclists is essential in making bicycling safer. NW 82 Av. between NW 12 St. to 25 St. doesn't have striping. There is enough room to stripe it with a shoulder. He had a policeman tell him to get off the road.

TS: The BPAC considers striping a shoulder one of the last compromises. There are times when a stripe is inappropriate.

JC: Debris can build-up in these areas.

TS: Along wide bike lanes this is true; but, for a paved shoulder, debris is swept by the automobiles. Often motorists travel over these lines. When a cyclist is present, it helps designate a space for them that cars shouldn't pass over.

JC: *It is M-DPW's policy to review multi-laned roads and restripe them with a wider lane near the curb.* Keeping the curb-lane wide allows automobiles to sweep the entire area. A roadway under consideration is receiving wide-curb lanes, which will connect to a future bike lanes. After field review, these wide-curb lanes may eventually become bike lanes, if conditions are favorable.

◆ JH: Concerned with the placement of bus shelters that block non-motorized travel. For instance: on Kendall Dr. a shelter was placed on the sidewalk, blocking its use. *The County should acquire ROW to install these shelters properly.*

JM: The BPAC has discussed bus shelter placement at previous meetings, including making recommendations to MDT prior to them finalizing the new contract.

TS: The County will not take-on eminent domain efforts to minimize bus shelter conflicts. The BPAC does not review bus shelter placement plans.

JC: He reviews these plans. There is criteria how far the shelter is to be from the roadside. Sidewalk users have leeway to avoid the shelters; a shelter user is confined and may find it difficult to move out of the way of an out-of-control vehicle. The bench should be 10' away from the road.

ET: Most shelters do not meet this criteria.

JC: Some municipalities have erected their own shelters, which he has not reviewed.

DH: *He will provide JH with an MDT contact regarding shelters.*

JC: *Suggested anyone to contact him with a list of shelters he finds hazardous.*

- *The meeting was adjourned at 9:45 p.m.*